

THE OBSERVER

OFFICIAL PUBLICATION LOS ANGELES SQUADRON FIVE

FIRST GROUP

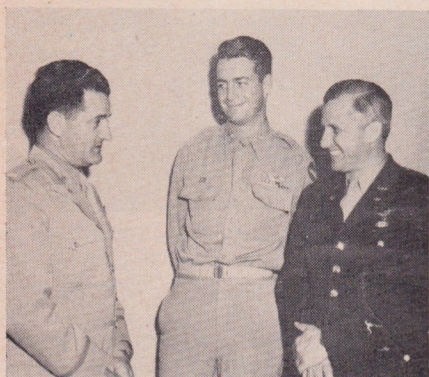
CIVIL AIR PATROL

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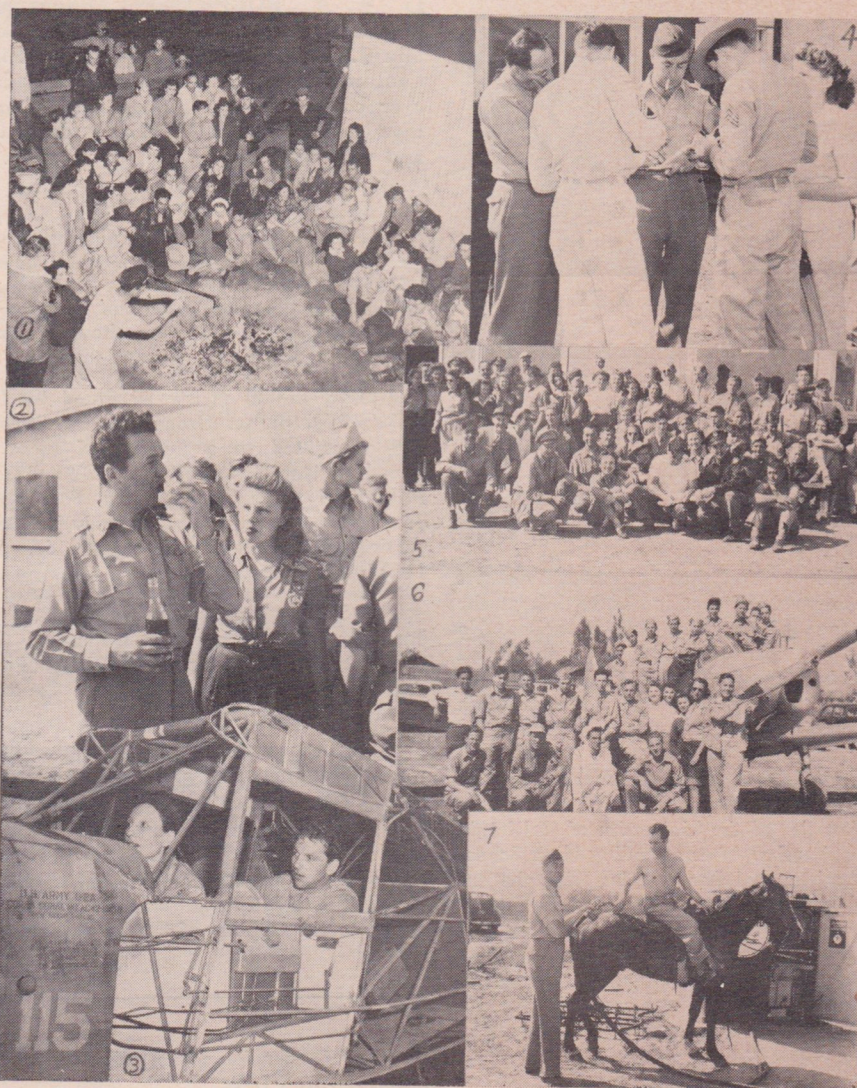
Above are Lt. Colonel BERTRAND RHINE, California Wing Commander, CAP, Captain PETER ARTH, Army Air Forces Liaison Officer assigned to the California Wing and Major RICHARD DICK, 1st Group Commander, CAP, who recently visited Los Angeles Squadron Five with a representation of their respective staffs including Captains BLOHM and McDONALD and Lieutenants LA BUONO, HUTCHENS, OLIVER and MICHELSON.

Last April Civil Air Patrol Headquarters was transferred to the Army Air Forces Training Command. The National Commander and other officers moved their headquarters to Fort Worth, Texas. The 48 State Wings of the Patrol will continue to function under their Wing Commanders as before and will report to the National Commander through their subordinate Groups, Squadrons and Flights. California Wing as well as the Wings in the Pacific region have been assigned to the Western Flying Training Command located at the Santa Ana Army Air Base.

With this transfer the 32nd AAF Base Unit no longer exists. Many returning Combat Officers of the AAF have been assigned to the National and local Commands of CAP. California Wing is particularly proud of the Air Force officer assigned to act as a liaison officer between the Western Flying Training Command and the Wing. He is Captain Peter Arth, a Combat returnee who, with Wing and Group Staff, visited this Squadron recently.

Assignment of additional officers to train Instructors and Cadets is contemplated.

SQUADRON FIVE MISSION SEVEN



1. The Squadron's regular Saturday night weiner roast and community singing is always a highlight of every mission. 2. We can't see what it is that Captain KAUFMANN is eating that is so interesting to Sgt. HELEN JACOBSON. 3. If you can't fly in the air, fly on the ground and if you can't find an airplane then find part of one so believe Instructor SHAW and Lt. HESSELDENZ. 4. The most traveled office is that of whoever is signing up people for flying time. Here Lt. HUTCHENS takes over the job so Lt. HESSELDENZ can get a little flying time. 5. The gang's all here or at least as much of it as we could find when it came time to make the picture. 6. Everyone took a shine to the PT19's, especially the cadets pictured here. 7. Lt. HUTCHENS must have a "fill 'er up" complex after working on the planes all day so he goes to work on Captain KAUFMANN'S horse.

TRAINING OFFICER



LT. A. M. FAGET

Lieutenant ARTHUR M. FAGET, Training Officer, was born at Nome, Alaska on the 4th day of August 1904. Someone informed us that this makes the tall, amiable Lieutenant a dyed-in-the-wool "Sourdough" inasmuch as all persons born in the Territory of Alaska who have seen the ice come and go are automatically members of that famed Club.

Frankly we feel that Lt. FAGET did not see too much of that ice as he left at the early age of four for San Francisco. No doubt the taste of sunshine was too much of a challenge for the FAGET family for by 1910 they decided to give the Southern part of California a break by migrating to Los Angeles.

Lt. FAGET attended Grammar School at the old Normal School, which later became the first site of the University of California at Los Angeles. After attending High School at Pasadena and Los Angeles High, he enrolled at the University of Washington.

Anyone knowing the six-foot-two Training Officer can easily see why he became a member of the track team, specializing in the hurdle races and was a member of the Northwestern Conference Championship Relay Team.

In 1928 he associated himself with General Motors Acceptance Corporation at Los Angeles winding up with the Managership of the Long Beach Office.

When enrolling with this Squadron in January 1944, he became the 77th member to do so, but few have been as consistent in attendance and efficiency. He has missed only one assembly in 16 months.

As former Adjutant he was responsible for the excellent record this Squadron had in its reports and general paper work and despite the fact that he has only been

COMPETITIVE DRILL



Lt. W. E. ROBERTSON, Commander of Los Angeles Squadron One and Captain J. V. KAUFMANN, Squadron Five Commander, discuss events of the day over coffee and doughnuts while Commander ROBERTSON'S lovely daughter and wife look on.

Despite the fact that it was the thirteenth of the month, members of Los Angeles Squadron Five ventured forth to visit Los Angeles Squadron One on a semi-competitive basis and were shown an excellent time.

After a formal review witnessed by Lt. HOUSTON of 1st Group, service ribbons were presented to a number of men of Squadron One. Lts. MAST, FAGET, HESSELDENZ and Flight Officer Foss were presented with active duty awards for their participation on a Search Mission for the Fourth Air Force.

The Sunday was well rounded off by a baseball game between the Cadets of the two units which was won by Squadron Five.

Refreshments were served in the Canteen of the most hospitable One.

Captain KAUFMANN accepted a cup from Lt. KEPHART, Squadron One Intelligence Officer, for the winners of the baseball game. Despite the fact that the cup was of the metal variety commonly used for coffee, Commander KAUFMANN assured Lt. KEPHART that it would be added to the trophies of Squadron Five.

Training Officer for a short time his systematic methods have already done wonders to the training program.

He is a rated Observer and has served in that capacity on a Search and Rescue Mission for the 4th Air Force.

Lt. FAGET is married and the father of a cute little daughter.

His favorite hobbies are gardening, swimming and of course flying. He has a Student Pilot's license and is about ready to solo. His only complaint is that the average light horsepower aircraft are rather confining for his long legs.

CAPeople . . .



INSTRUCTOR L. M. PERNER

The amiable doctor is a Veteran of World War I and has been a member of the 1st Observation Squadron, Air Corps, California State Guard; as well as a member of the famed California Aero Squadron. He is keenly interested in Flying, has a Private License and over 500 hours and has roamed over most of the United States in the various aircraft he has owned.

He works extremely hard and long at his profession of dentistry but occasionally drops everything on an impulse and disappears on an aerial journey.

He is one of the most cooperative members of the entire Squadron, never fails to participate in squadron events and attends very regularly despite his long hours of work.

His hobbies are sailing boats, hunting, and is an expert with both camera and rifle. He has been a member of the National Rifle Association for a long time.

He lost his last aircraft, a big TIMM, after completely majoring the plane, by having the wind pick it up as it was wheeled out of the hangar and destroying it completely.

Dr. PERNER'S genial smile and friendly personality make him an ever-popular member at squadron meetings or on missions.

ASSIGNMENTS

W. O. J. MYHAND placed on inactive duty; W. O. A. TURNBAUGH to Flight Leader, Flight "E"; 2nd Lieutenant A. M. FAGET to Training Officer; 2nd Lieutenant, Huntington Park (attached to L. A. 5); C. R. KUTCHERA to Acting Flight Lead; W. O. M. C. FOSS to Adjutant; 2nd Lieutenant A. E. DEL VAL to Intelligence Officer; W. O. W. C. O'HARA to Asst. Intelligence Officer; Cpl. E. YAKE to Asst. Adjutant with grade of Sgt.

MISSION NO. 7

With the completion of another Flight Mission, Squadron Five's Operation Officer, Lt. HESSELDENZ, can again relax for a while. His weeks of time spent in preparation for the mission bore fruit as evidenced by the smooth and successful handling of flying schedules for the entire two days.

During the mission, attended by seventy adult members and forty Cadets, nearly 100 hours of flying time were logged by the Squadron. One sight as common as air-planes was that of a large group of closely packed humanity swarming around some central figure much as bees around a Queen Bee. This "Queen Bee" was Lt. HESSELDENZ who was trying to keep the flyers and planes in the air with a minimum of confusion. The fact that he managed to keep them flying an average of fifty hours a day is certainly an index of how successful his wandering office was.

Warrant Officer M. FOSS had an almost insurmountable task in coordinating drivers and riders for the trip to and from Riverside. Everyone was satisfactorily taken care of. However the Boy's Club Flight had no trouble in that they took their own bus.

Incidentally prior to the trip the members of the Boy's Club Flight had been presented with log books and one half hour's instruction by members of the Hollywood Junior Chamber of Commerce. For many in this flight it was their first flight instruction.

Eating at the field held no problems as sandwiches and soft drinks were brought to the field for them, however some went into Riverside for lunch.

Saturday night, as always, was the big night with a camp fire, weiner roast and community singing. Pvt. ART BROMFIELD was certainly the ringleader of the singing as he was always able to think of another song when the rest of us had exhausted the lists we knew. He also sang songs for us in Polish and French. One of the real highlights of the evening was the hay ride put on for us by Mr. Bogen and Mr. Grill of the Riverside Airport. The efforts of these men and the others at the field were a large factor in making the trip as successful as it was. We certainly appreciate everything they did in our behalf.

Two other features of the trip were horse back riding and sun bathing. It has been decided by this writer, after full investigation, that travel by any means is much more desirable than travel by horse back. Even on one's hands and knees is better than the physical damage that can be inflicted by a horse in the space of a very few minutes. As to the sun bathing, it can be said that your writer never before realized that so many more or less "Classy Chassis" were members of the Squadron. What a revelation!

As to the flying, Lt. HUTCHENS added some more time to what he already has in heavy ships by flying in the PT-19s. When three of these PT-19s arrived over the field

and peeled off for a perfect landing we did not realize that they were flown by members of the Squadron who were former Wasps.

Lt. HESSELDENZ promptly fell in love with the 19s after his first ride in one and claims that hereafter he wants to fly nothing but them. Our flying surgeon, DR. PETRITZ, made a concentrated effort to tear the wings off the N3N at the field.

With the end of this mission, which was the first for many of our members, we are eagerly looking forward to more and more frequent trips like them.

GROUP NEWS

First Group certainly cannot be accused of idleness these last sixty days. No sooner was the Los Angeles County Smoke Survey completed, than work was begun on the highly involved Airport Survey which is to be flown by all the Squadrons of First Group. Captain JACK McDONALD, Group Executive Officer, really had to burn the midnight oil in his work with the Regional Planning Commission, the Fourth Air Force and Civil Aeronautics Authorities to obtain the necessary waivers and operations orders necessary to make the flight a success.

Right in the midst of that project, the Treasury Department, still enthusiastic over the results of First Group's Air Meet, requested their participation in the 7th War Loan Drive. On short notice, plans had to be made to again obtain Aircraft, Personnel and the inevitable Waivers necessary to permit flight in this highly restricted area at altitudes below the prescribed minimum.

We have it on good authority that Major RICHARD DICK was kept so 'busy rolling up his sleeves that he finally cut them off. As if the foregoing were not enough, First Group plans to participate in the "I Am An American" Program at the Los Angeles Coliseum wherein aircraft of all Five Squadrons will not only fly overhead but will maneuver their aircraft at the direction of commands given by short-wave from an Observer on the ground. In addition to this attempts will be made to command and drill a Squadron of Cadets by short-wave from an Aircraft passing overhead.

FLIGHT A

Lt. BILL HUFFMAN has asked for a much needed leave of absence so that he can catch up on a little sleep. We hope to see you back again soon Lt.

Sgt. ALFRED SORENSON has also asked for a leave so that he can do a little fishing in Mexico. He had better bring back some fish to back up those fish stories we are all going to be hearing soon.

Sgt. "DOC" SORENSON spent quite a bit of time recently wandering about the country in a C-46. What's the man trying to do? Make us all jealous?

FLIGHT B

Lts. HUTCHENS and HESSELDENZ got in some recent flying time by participating in the I Am An American Day Pageant.

Lt. JOHNIE HESSELDENZ knows by this time how it feels to try to get by the written commercial test. How was it Lt?

FLIGHT D

We were all sorry to see that Lt. BETTY DEWAR was laid up for a while but she is back with us again almost as good as new.

We were all glad to see Sgt. SHERO back again after two month's leave, especially your editor. She is a mainstay writer on the "Observer" staff and having to fill in for her gave him quite a few more grey hairs than he wanted.

As far as Flight "D" is concerned, the Mission on the 5th and 6th of May was a great success. Sixteen members of this Flight were represented. While Staff Sergeant MURRAY spent most of the day taking pictures of the mission, others such as LINDQUIST, JOHNS, BENTON, SHELTON and PASTRANA were busy receiving Dual Instruction.

Lt. DEWAR, W. O. CRISPIN and Instructor SHAW plotted and successfully executed their first Navigational Flight to Lake Elsinore. All three arrived at their destination and insist that they were less than one degree off their course and within half a minute of their estimated time. Somehow the turbulent air took its toll among the navigators, we have it on good authority (the pilots squealed) that out of seven Navigators, three suffered from "Mal de mer."

We can thank Sergeant G. SMITH, Squadron Mess Sergeant, for the highly successful wienie bake.

Sergeant GEORGIE WHITE watched longingly as her former class mates, EX-WASPS SEARLES and BRINTON zoomed overhead in PT-19's.

W. O. WAHLSTROM, giving her new Officer's uniform its first official showing, claims that Lt. DEWAR doesn't seem to understand how something stuffed with hay, such as her horse, could be so hard.

Best wishes to ELAINE FORD who left us for over-seas service with the American Red Cross.

FLIGHT E

W. O. TURNBOUGH proved that beauty and brains do go together by topping the Navigation Class with a high score of 98 and a perfect attendance record.

Cpl. PAMELA LACEY also had 100 per cent attendance.

"Home was never like this" was the choice remark passed by the S.M.C.C. Fugitives, DOT WHITCHURCH, PAT COOK, JOANNE HAUGHAWOUT, and MARGIE LUCE, upon viewing their "casa a la roach" at beautiful Riverside.

Flight "E" was well represented in the opening of the Seventh War Loan Drive with Pilots BARBARA SEARLES and CAROL BRINTON and Observer ALLENE TURNBOUGH flying in formation with CAP planes of fellow squadrons, escorting a naval blimp over Los Angeles.

W. O. SEARLES also flew to San Bernardino to participate in the Drive there and remained over night at the Army Air Base.

Except for the red hair and radiant smile, we wouldn't have been able to recognize our Flight Leader, W. O. ALLENE TURNBOUGH, at general assembly on May 22nd. It seems the cleaners returned her uniform sans all CAP identification and she didn't discover her loss until she arrived at Squadron Headquarters.

Cpl. BETTY YAKE was promoted to the rank of Sergeant. She is assisting the Adjutant, W. O. FOSS.

Pfc. WARNE and her husband spent a pleasant weekend at Wheeler Hot Springs.

NEW MEMBERS

New members for the month of April included GOTTFRIED W. KREUTER, BARBARA J. CLOGGETT, MARIE PAINTER, BETTE REINHART, PATRICIA MOODIE, DETTE O. HART, ELEANOR D. FARROW, LA VERN A. PETERSEN, LOLA PERKINS, ESTHER STEPKAL and DANIEL WIGHT.

PROMOTIONS

We are happy to see promotions in the following grades; to Private First Class: PAT COOK, BILLIE HAUGHWOUT and CAROL HERMAN. To T/SGT.: HOWARD SNYDER.

VACANCIES

We feel certain that Group did not realize the shifting in Squadron staff it brought about when Lt. HARRY HUTCHENS, Squadron Intelligence Officer, was transferred to that unit.

Lt. HUTCHENS had always been and still is one of the most popular officers of LA 5. In filling his vacated position, Captain KAUFMANN had to do quite a bit of moving around and shuffling of officer personnel.

Lt. AIMEE DEL VAL moved from ASS'T. Adjutant to fill the spot left by Lt. HUTCHENS. Then Lt. CLYDE KUTCHERA was appointed commander of the newly organized Huntington Park Flight. This left the training Officer's place open so our Adjutant, Lt. MEL FAGET, moved to that place. Warrant Officer MAURETTE FOSS was switched from Transportation Officer to fill the Adjutant's place leaving the Transportation job open which will be filled as soon as Captain KAUFMANN gets used to the additional grey hair he got during this shakeup.

MONTH'S FLYING

L. A. Squadron 5 was kept busy flying last month; first the Smoke Survey then the Airport Survey which added many hours to the logs of Captain KAUFMANN, Lieutenants HUTCHENS, HESSELDENZ, HUFFMAN and DEWAR, Flight Officers WYRICK, FOSS, SEARLES and Private PARETSKY.

On May 14, Flight Officer SEARLES and Sergeants BRINTON and BROMFIELD, assisted by Observer, Warrant Officer TURNBOUGH flew in the 7th War Loan Bond Drive with the other four Squadrons of 1st Group. They formed a 15-Aircraft Escort for a Navy Blimp which "bombed" Los Angeles, Hollywood and Beverly Hills with miniature paper bombs advising the citizenry to purchase bonds.

On the same day Capt. KAUFMANN, Lt. HUTCHENS and Flight Officer SEARLES, with Observers Lt. DEL VAL, Lt. DEWAR and Flight Leader STUART departed for San Bernardino Army Air Base to fly over the Bond Parade there on the 15th.

After "bombarding" San Bernardino with Bond Bombs the six Airmen were entertained as guests of the city along with 24 others from L. A. Squadrons 1, 2, 3 and 4.

SEARCH-RESCUE

With the loss of an Army AT-6 enroute to Mines Field from Palmdale, CAP again was called to search for the missing Aircraft.

Returning from active duty at the Glendale Army Air Base, Captain Kaufmann tells us that his ego was somewhat deflated when on the first day of the search, he, and Lt. Hanson located what they presumed to be the wrecked AT-6 against the mountainside in Soledad Canyon.

Hurrying back to the Base, the two men reported their find to the Operations Officer, Lt. SCHROEDER, who seemed quite unimpressed with their report, much to the annoyance of the pilots. Only after catching a candid wink between Lt. SHROEDER and Lt. HASEY did they learn the facts.

The AT-6, it turned out, was actually a Navy SBD, and much to the chagrin of the two men Lt. SHROEDER explained that he and Lt. SCHLATTER, while searching that area the day before, located the same wreckage. The former then accompanied a rescue party to the spot while Lt. HUGHES led them to the location from the air by radio.

After hiking over mountains for the better part of five hours the party eventually arrived at the wreckage, only to discover that the Pilot had parachuted to safety and apparently found his way back to civilization.

Lt. SHROEDER claims that he did not mind the march, which took over nine hours, but he does wonder where he will get the coupon to replace the brand new pair of shoes he wore.

According to CAPTAIN KAUFMANN, democracy is at its best at Army bases. He tells of rounding a corner hurriedly and bumping an officer who was "lagging" pennies. After apologizing, the Captain was about to continue on his way but did a "double-take" in his best Hollywood fashion when he discovered the penny lagging officer to be a Brigadier General.

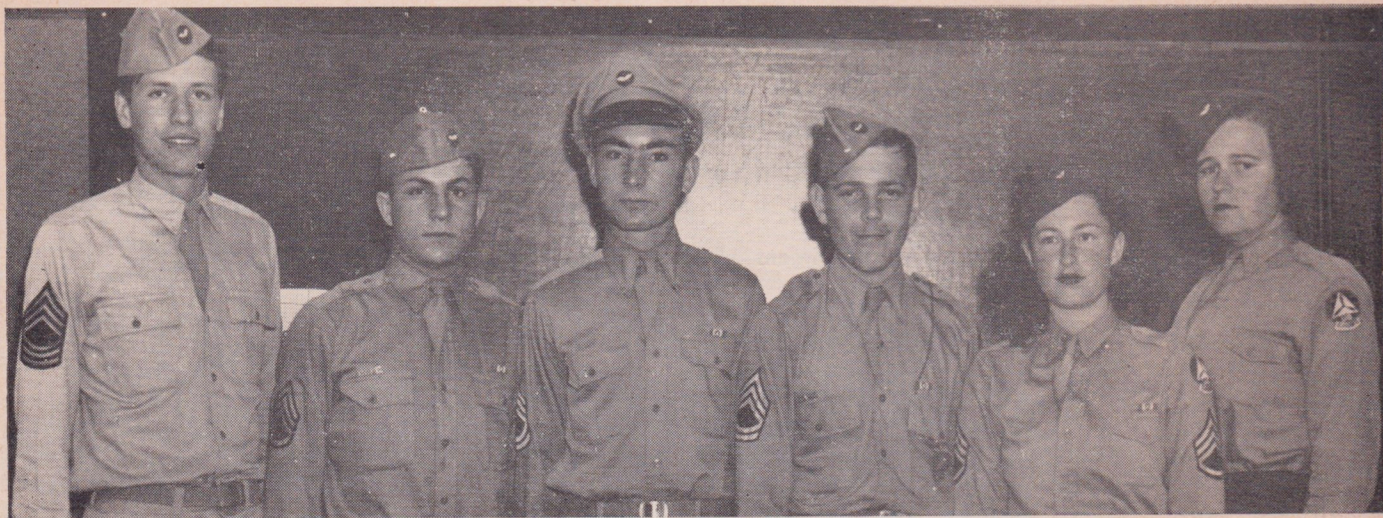
Seems like the CAP Search and Rescue crews are really getting down to fine points, for in two days they located not only an SBD, but a Radar kite, a Radiosonde Balloon, and a Tow Target Sleeve.

Other CAP members on this search were: Captains SNOW and ZECHIEL, Lieutenants GUSTIN, MILLER, LARSON, GALLOWAY, WINTLE, EVANS, HALL, FRANZWA and PRINZANT.

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CADET CORNER



Left to right are M/Sgt. EARL MITCHELL, Executive Officer; S/Sgt. SHERMAN SELTZER, Training Officer; T/Sgt. EDWARD LUBIN, Intelligence Officer; T/Sgt. ROY WALLACK, Supply Officer; T/Sgt. PATRICIA DODDS, Adjutant; S/Sgt. JOELYN PORTER, Personnel Officer.

When asked how long he has been in the Civil Air Patrol, Technical Sergeant ED LUBIN said he was the second Cadet to enter Squadron Five. He can easily remember when the Squadron was still being organized. Among other things, he has done a fine job as intelligence officer. Looking into the future, Sgt. LUBIN sees himself in the Air Corps but when he returns to reality he admits he may wind up in the infantry.

Staff Sergeant JOELYN PORTER has been in the CAP Cadets since July, 1944. When asked about her activities she admitted that besides being personnel officer she has been a loyal and consistent member of the drill team during the last two competitive drills and has been coming out just as consistently for drill practice for the coming competition.

Past Cadet Commander EARL MITCHELL is now executive officer. As usual he was too busy to be interviewed.

Staff Sergeant SHERMAN SELTZER is training officer and detachment leader. He has been in the CAP Cadets since December 1943. After graduating this semester, SHERMAN hopes to attend West Point and make the Army Air Corps his career.

When you see Technical Sergeant PAT DODDS walking with her head a little higher than the rest of the Cadets she is thinking about her uncle who has made Naval history by being the first person to be decorated with the Navy Cross five times. Sgt. DODDS is Cadet adjutant and has been working for the CAP Cadets since April 1944.

Technical Sergeant ROY WALLACK has been with the Cadets for one year and two months as transportation officer, personnel officer and is now supply officer. His dreams of the future concern the Naval Air Corps.

CADET NEWS NOTES

The CAPC was honored recently by the visit of Pvt. EDWIN D. YOUNG, former Supply Officer and 1st Class Seaman JARVIN HEIMAN, ex-commander. ED is now at the University of Idaho with the ASTRP and JARVIN is training at the Great Lakes Naval Training Station.

Having a wonderful time at the Riverside Mission were Lois Robb, Earl Mitchell, Bobby Oakes and Pat McCall.

Besides flying, a hayride, wiener roast, and horseback riding were enjoyed by all the cadets.

Ed Lubin decided to have breakfast at the Mission Inn where he proceeded to eat like a horse.

After the arrival of "Glamour Girl" Mast, Sunday, the male population deserted their posts and immediately went into action. Watch out boys! Have you your 1945 Wolf Licenses?

Happy Warne and Norma Blink tried to take off from the airfield on a couple of mules, four-legged type. The maximum speed of this new type of mule is somewhere between 1 mph. and 2 mph. The horsepower hasn't been determined as yet, but as far as we can see there just isn't any.

Jarvin Heiman was the "target for tonight" for the girls. He was looking beautiful in those Navy whites.

Seen kissing the ground after riding with "The Flying Fool" PETRITZ in the "Yellow Peril" was LEE BRILL.

"SADPAN" LUBIN'S wish finally came true when lovely Harriet Warne leaned her head on his shoulder. During a rugged ride in the "Piper Cruiser" with pilot "HAPPY BOY HUTCHENS" Miss Warne was feeling a little affected so she rested a few minutes on the proud shoulder of the gallant cadet intelligence officer. Unfortunately Sgt. LUBIN had been a little jealous of Sgt. WEINTRAUB'S ability to woo Happy on the cadet hay-ride.

Following EARL MITCHELL'S example, T/Sgt. EDWARD H. LUBIN soloed recently. ED is modest and doesn't talk much but we understand that he went up for three take-offs and landings. Santa Suzanna was the place of action and Instructor RIGGS was in Command. We expect ED to show up any day now with a private license.

1st/Sgt. LEE BRILL has formed a drill team in the CAPC. This drill team consists of two squads of girls and one squad of boys, along with several substitutes.

The "Brill" team has been practicing Tuesdays and Sundays for several weeks and is now ready for some stiff competition.

LEE (Measley) BRILL just returned from having a case of the Ger—a "Victory" measles. Now we are waiting for his victims to break out.

L. J. Brubaker
General Manager

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